

BUILDING AND FACILITY LEGEND			
1	FBO Hangar	13	Terminal / Admin. Building (future)
2	Aircraft Storage Hangars	14	Restaurant (future)
3	Office	15	Auto Parking (future)
4	Restaurant	16	Fuel Island (future)
5	Fuel Island (aboveground tanks)	17	Wash Rack (future)
6	Auto Parking	18	AWOS Sensor Mast
7	Segmented Circle & Lighted Wind Cone	19	Sanitary Sewer Pump Station (future)
8	Precision Approach Path Indicator (PAPI)	20	Large Aircraft Parking (future)
9	Auto Shop	21	T-Hangers (future)
10	Manufacturing Plant	22	FBO Hangar (future)
11	Dwelling	23	Maintenance Building (future)
12	Farm Buildings		

ALP NOTES	
(a)	Airport coordinate data source: Field survey, December 2001. Coordinates in NAD83 and NAVD88.
(b)	Land Acquisition required for detention basin and extension of runway not included in totals.
(c)	Estimated current usage. Some hangar bays capable of holding additional aircraft. Part of county transient apron used for based aircraft.
(d)	The Master Plan recommends preserving the option for extension of the runway by 1,000 feet at an undetermined future point in time. An extension would require a corresponding upgrading of the ARC to B-II, widening of the runway to 75 feet, and realignment of the south parallel and north partial parallel taxiways. The resulting future RPZ boundaries are depicted to illustrate the areas which will be affected. No new structures should be built within these limits. Alternatives for relocation of Highland Springs Road have not been analyzed.
(e)	Clearance measured to displaced threshold.
(f)	Avigation easement restricts all land uses to a height consistent with FAR Part 77 imaginary surfaces for utility runway with visual approaches.
(g)	Approach protection easement includes standard avigation easement rights plus prohibition of any land use other than automobile parking.
(h)	Approach protection easement includes standard avigation easement rights plus restriction of the property to specific agricultural uses.
(i)	Existing orchard trees to be removed within future avigation easement boundary. All future land uses to be restricted to a height consistent with FAR Part 77 imaginary surfaces.
(j)	Undergrounding of channel and extension of Taxiway A are recommended.
(k)	Fence to be removed for automobile access.
(l)	Through the fence access/movement is fully controlled by the County of Lake via signed standard agreements (Activity Permits). Currently, there are approximately 11 permit holders.
(m)	See Building Area Plan for fence locations in building area.
(n)	There are no existing deviations from ARC B-I (small airplane) standards. Various changes will be required to meet ARC B-II standards.
(o)	Only one (1) section corner appears in ALP view.
(p)	Nondirectional Beacon (NDB) currently inoperative.
(q)	No Threshold Siting Surface or Object Free Zone penetrations. Based on FAA 5010 inspection report (data effective 2/14/08). Note A057 indicates Runway 28 approach ratio to displaced threshold is 21:1. Trees in approach to Runway 10 are well south of threshold siting surface boundary.
(r)	Proposed sanitary sewer force main to be located underground.

NONSTANDARD CONDITIONS	
DEVIATION	PROPOSED DISPOSITION
580 square feet of north east corner of Object Free Area (OFA) limited to 217'. Standard is 240'	OFA to be brought to standard as part of a future runway extension including the relocation of Highland Springs Road.

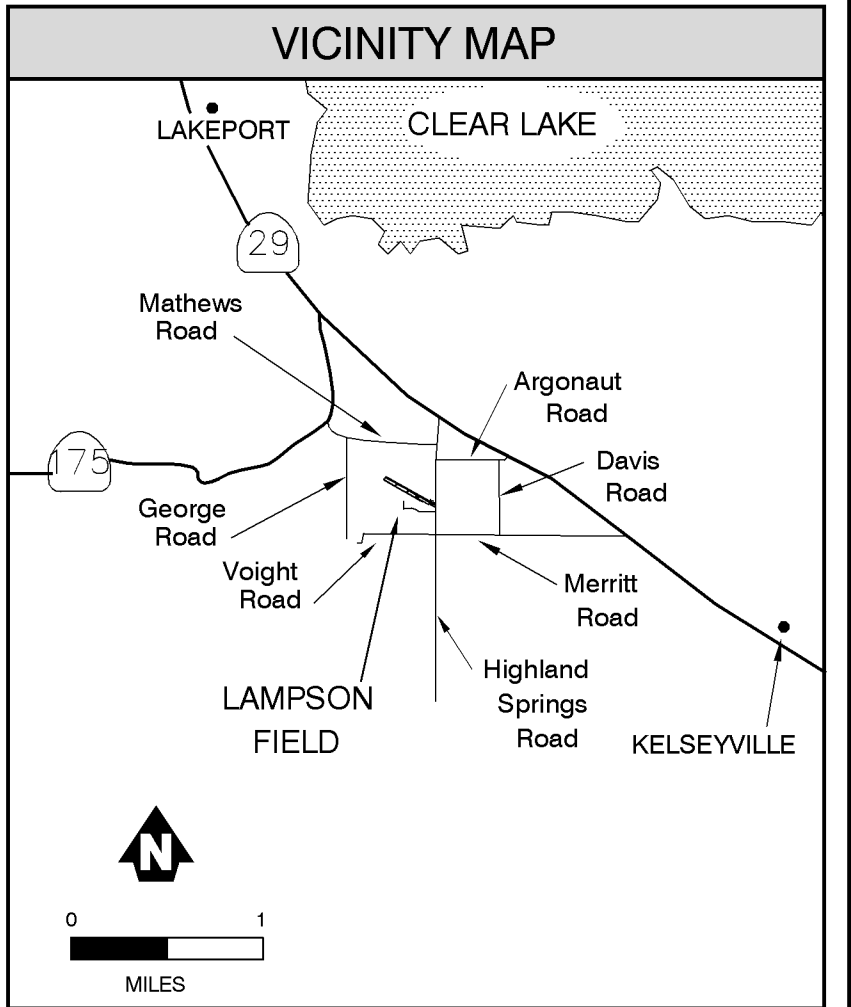
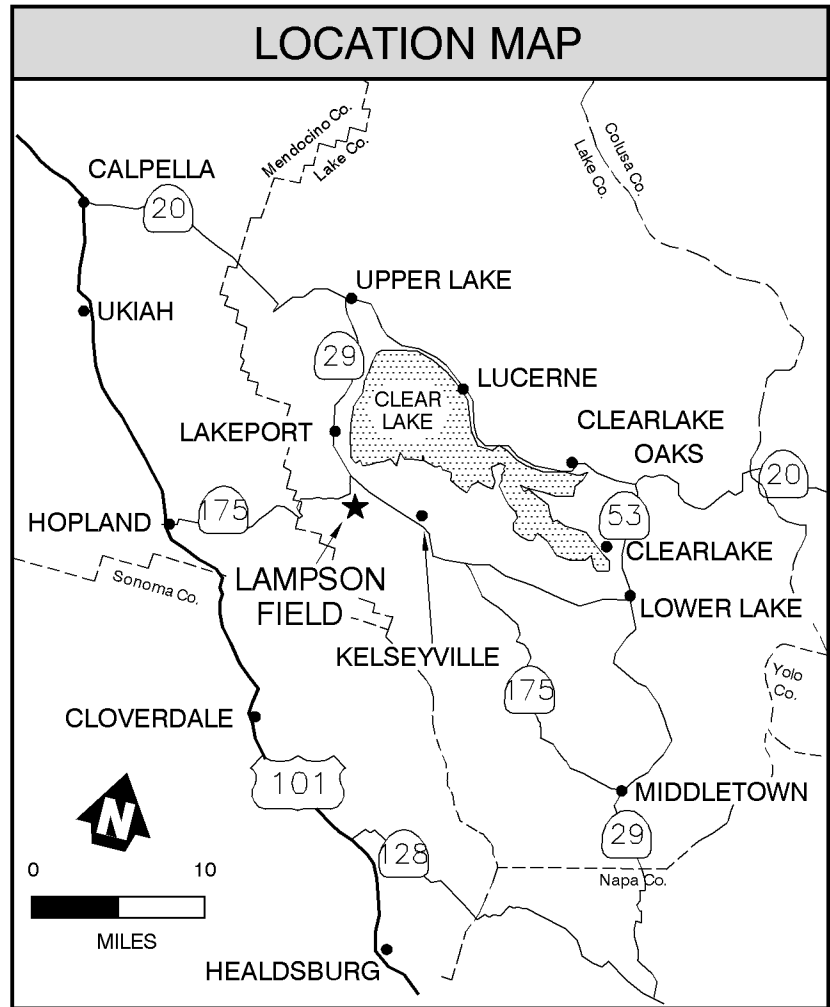
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT IN USE		N/A
DIRT OR GRAVEL ROAD		N/A
AIRPORT PROPERTY LINE		N/A
OTHER PROPERTY LINES		N/A
AVIGATION EASEMENT		
INTERNAL BOUNDARY (lease, R.O.W., etc.)		N/A
TAXIWAY OBJECT FREE AREA (TW OFA)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
RUNWAY SAFETY AREA (RSA)		N/A
OBJECT FREE AREA (OFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING		
BUILDING TO BE REMOVED		
FENCE		
VEHICLE GATE		
WIND CONE		N/A
AIRFIELD LIGHTS: SINGLE/GROUP		N/A
BEACON		N/A
TOPOGRAPHIC CONTOURS		N/A
WATERWAY / CULVERT		
UNDERGROUND SANITARY SEWER	N/A	
AIRPORT REFERENCE POINT		N/A
SECTION CORNER		N/A

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPAS)	General Aviation	No Change
AIRPORT REFERENCE CODE	B-I (Small)	B-II (d)
CRITICAL AIRCRAFT	Light Twin	(d)
AIRPORT REFERENCE POINT (a)	Latitude 38° 59' 26.2" N Longitude 122° 54' 02.6" W	(d)
AIRPORT ELEVATION (Above Mean Sea Level)	1,379'	No Change
MEAN MAX. TEMP. (Hottest Month)	94.4° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	AWOS, NDB	AWOS
GPS APPROACH ESTABLISHED	Yes (circling)	No Change
AIRPORT ACREAGE (b)	Fee Simple 19.6 Easement 71.7	No Change (d)
AIRCRAFT PARKING SPACES	County Land - Tiedowns 26 County Land - Hangar Spaces 0 County Land - FBO Area Spaces 5 Private Land - Hangar Spaces 85	37 64 No Change (c) No Change (c)

RUNWAY DATA		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-I (Small)	B-II (d)
CRITICAL AIRCRAFT	AIRCRAFT Beech Baron 58 WINGSPAN 37.8' UNDERCARRIAGE WIDTH 9.6' APPROACH SPEED 96 kts MAX. TAKEOFF WT. (lbs.) 5,500	No Change (d) (d) No Change No Change
EFFECTIVE GRADIENT (%)	0.28	(d)
MAXIMUM GRADIENT (%)	0.81	No Change
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT	12.5/-/-	30/30/-
APPROACH VISIBILITY (Minimums)	10 1/4 Mi. (1 1/4 mi. circ.) 28 1/4 Mi. (1 1/4 mi. circ.)	10 No Change 28 No Change
RUNWAY SAFETY AREA (Length Beyond Runway End)	10 300' 28 240'	10 No Change 28 300'
RUNWAY SAFETY AREA WIDTH	150'	No Change
OBJECT FREE AREA (Length Beyond Runway End)	10 240' 28 220'	10 300' 28 300'
OBJECT FREE AREA WIDTH	250'	500'
OBSTACLE FREE ZONE (Length Beyond Runway End)	10 200' 28 200'	10 No Change 28 No Change
OBSTACLE FREE ZONE WIDTH	250'	400'
DISTANCE FROM RWY. CL to HOLD BARS	10 125' 28 125'	10 200' 28 200'
RUNWAY MARKING	10 Basic 28 Basic	10 No Change 28 No Change
APPROACH TYPE (FAR Part 77 Category)	10 Visual [A(V)] 28 Visual [A(V)]	10 Visual [B(V)] 28 Visual [B(V)]
DISTANCE FROM RWY. CL to PARALLEL TWY. CL	240'	No Change
DISTANCE FROM TWY. CL to FIXED or MOVABLE OBJECT	45'	66'
TAXIWAY OBJECT FREE AREA WIDTH	45'	66'
TAXIWAY SAFETY AREA WIDTH	49'	79'
TAXIWAY WINGTIP CLEARANCE	17.6'	No Change
RUNWAY END ELEVATIONS (a)	10 1,379.0' 28 1,368.6'	10 No Change 28 No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS (TDZ)	10 1,379.0' 28 1,377.3'	10 No Change 28 No Change
RUNWAY HIGH POINT	1,379.0'	No Change
RUNWAY LOW POINT	1,368.6'	No Change
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change

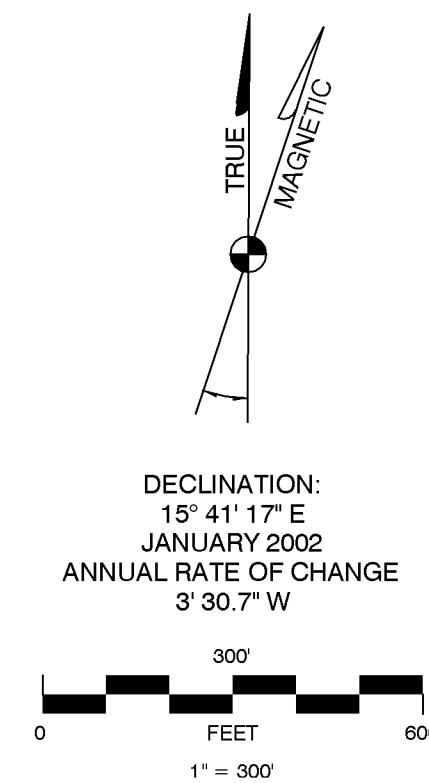
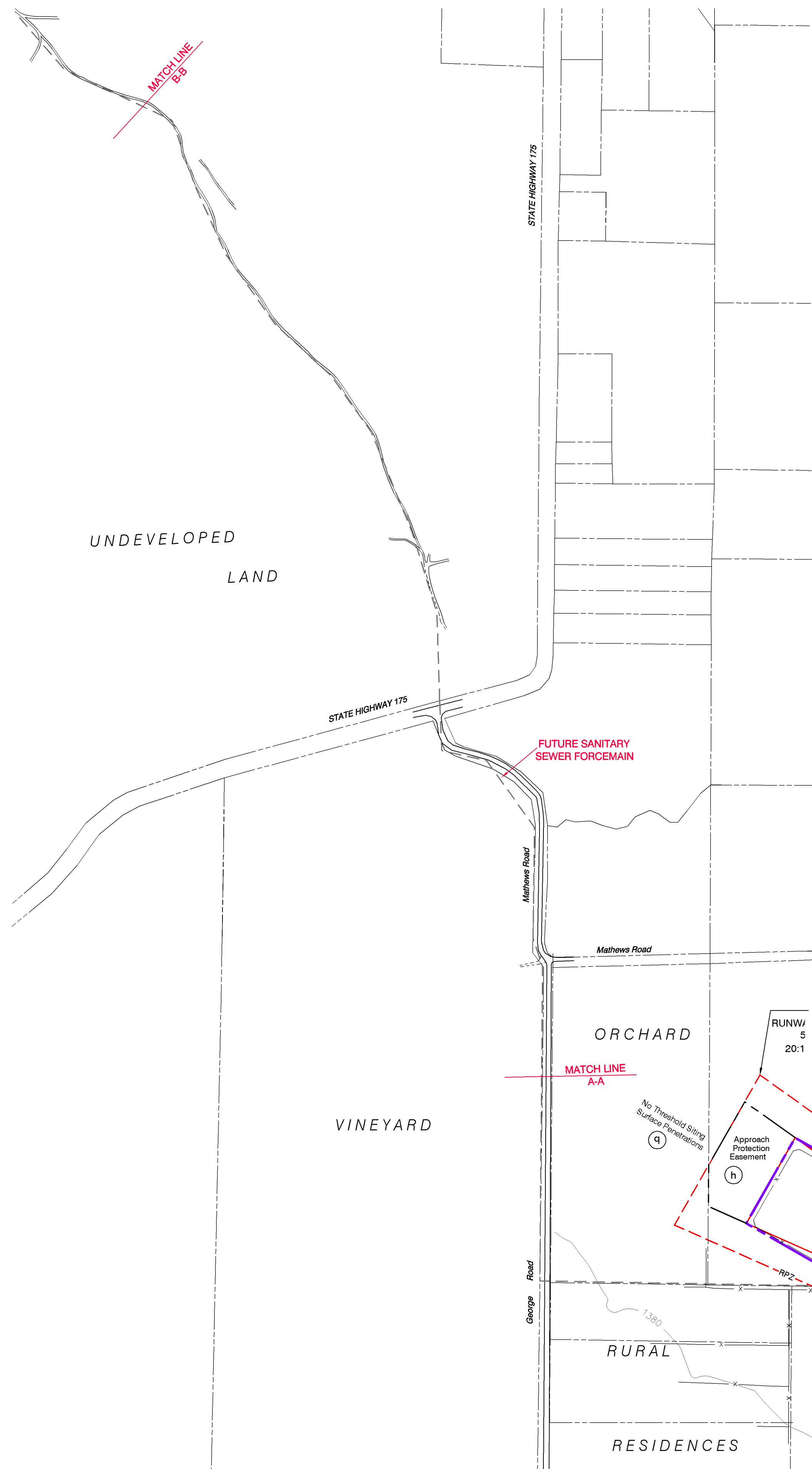
RUNWAY DATA (continued)		
	EXISTING	FUTURE
RUNWAY LENGTH	3,600'	4,600' (d)
RUNWAY WIDTH	60'	75'
RUNWAY SURFACE TYPE	Asphalt	No Change
TAXIWAY SURFACE TYPE	Asphalt	No Change
APPROACH SLOPE (Required/Clear)	10 20:1/20:1 28 20:1/20:1 (e)	10 No Change 28 No Change
RUNWAY EDGE LIGHTING	MIRL	No Change
NAVIGATION AIDS	10 VOR/GPS 28 VOR/GPS	10 No Change 28 No Change
VISUAL AIDS	10 None 28 PAPI	10 No Change 28 No Change

RUNWAY COORDINATES NAD83 (e)		
	EXISTING	FUTURE
10	LAT. 38° 59' 34.8" N LONG. 122° 54' 22.5" W	10 No Change
28	LAT. 38° 59' 17.5" N LONG. 122° 53' 42.7" W	28 -- (d)



SUBMITTED BY:			
By _____		Date _____	
FAA Approval Space	3	REVISED FUTURE BUILDING AREA	03/08
	2	UPDATE ALP TO INCLUDE FUTURE SANITARY SEWER	02/07
	1	UPDATE ALP FORMAT AND REFLECT LAND ACQUISITION	02/02
LAMPSON FIELD LAKEPORT, CALIFORNIA			
AIRPORT LAYOUT PLAN			
MEAD HUNT		County of Lake	
DESIGN: DS		DRAWN: TE	
DATE: JUNE 1993		SHEET 1 OF 3	





2	UPDATE ALP TO INCLUDE FUTURE SANITARY SEWER		02/07
NO.	REVISION	SPONSOR	DATE
LAMPSON FIELD LAKEPORT, CALIFORNIA			
OFF-AIRPORT DETAIL			
			County of Lake
DESIGN: DS	DRAWN: TE	DATE: JUNE 1993	SHEET 1A OF 3



